SUMMARY

S-1 INTRODUCTION AND BACKGROUND

In 1991, the Department of Transportation, District 11 (Caltrans), in an effort to consolidate their rapidly expanding programs, contracted with a consultant to perform a study for a new District Office Building to be located at their existing property parcel bounded by Taylor Street, the railroad, and the freeway interchange (Taylor parcel) in the City of San Diego within the community of Old Town. Despite the study findings substantiating their need to consolidate into one site, they were unable to secure funding and Legislative approval for the project at that time. Subsequently, Caltrans contracted an Economic Analysis of options such as relocating their programs to leased buildings as well as upgrading their existing building to meet current building code and accessibility standards. The studied retrofit would have exceeded $38,000,000 and the remodeled building would not consolidate their programs and staff, necessitating placement of at least 250 staff at a satellite location.

In accordance with Section 16532 of the Government Code, and pursuant to Chapter 50/99, Item 2660-311-0042-(5) 20.20510 Budget Act of 1999, and per Department of Finance Executive Order No. 99/0069 and Department of Finance letter dated January 25, 2000, it was determined that approximately 301,000 gross square feet (gsf) of new office space to house 956 Caltrans employees and 815 parking spaces would be provided. The final analysis concluded that consolidation on the Taylor parcel was the most viable option and the project was authorized by the Department of Finance on March 2, 2000, for the development of a consolidated office facility that would provide sufficient office space and parking spaces to allow the District to locate the majority of its headquarters employees at a single location.

This Environmental Impact Report (EIR) has been prepared to evaluate the environmental effects that may result from the proposed development of the replacement facility for Caltrans. This EIR has been prepared in conformance with the California Environmental Quality Act (CEQA).

The proposed project does not include the short or long term disposition of the existing Caltrans facility since the future use of the property is not known at this time. The property will be maintained in its present condition once the new facility is ready to be occupied. At the time a future use is identified, the entity proposing a new use for the building will be responsible for the

preparation of the appropriate environmental analysis. For the purpose of this project, it is assumed that the existing facility will be vacant and remain in caretaker status by Caltrans.

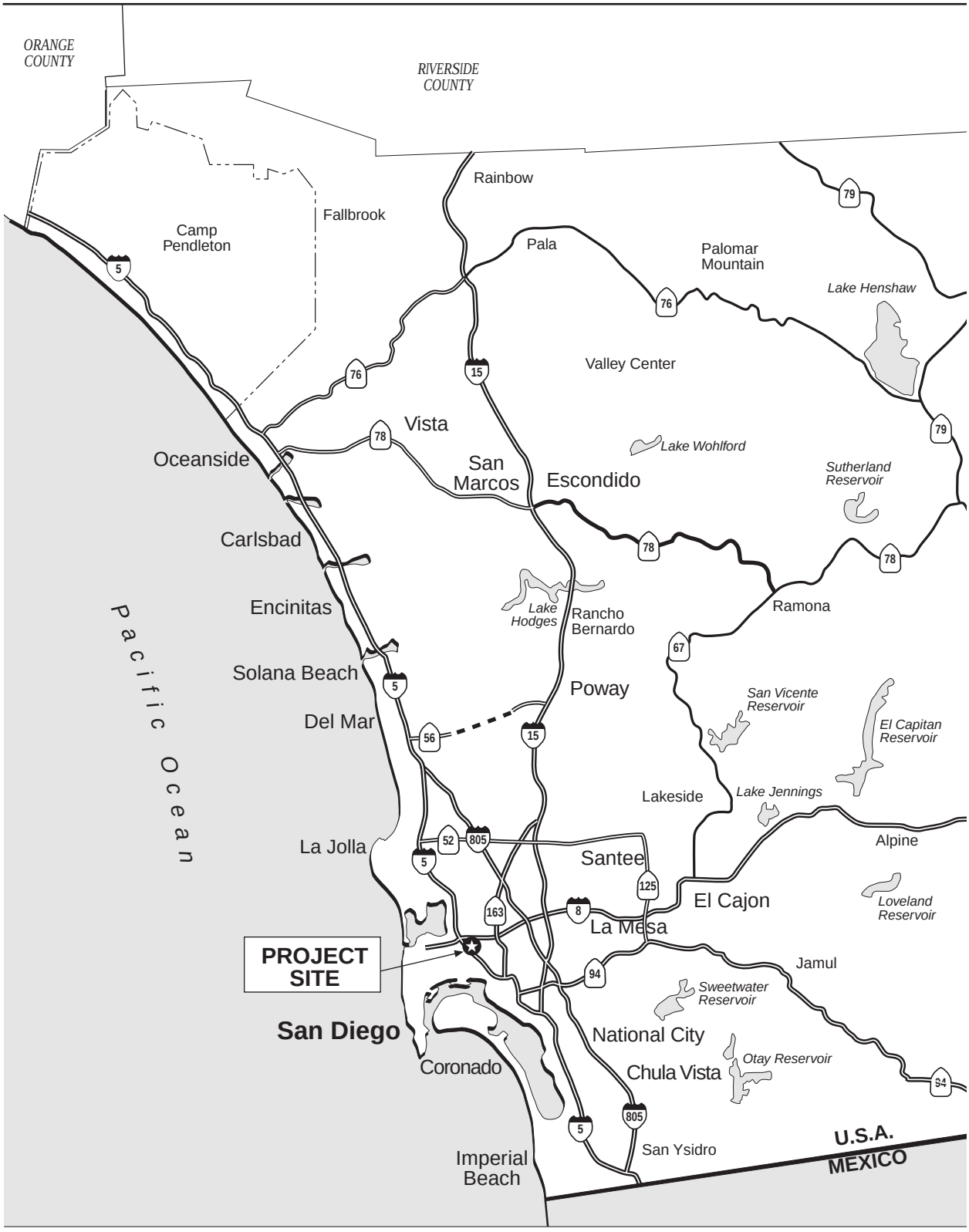
S-2 PROJECT OBJECTIVES

The primary objective of the proposed project is to construct a replacement headquarters facility for Caltrans District 11 that:

- Consolidates existing Caltrans District 11 functions currently housed in separate facilities at different locations in the project vicinity and provides adequate office space to accommodate the majority of Caltrans District 11 Headquarters employees in a single facility.
- Provides adequate on-site parking to accommodate Caltrans employees.
- Utilizes a site location for the new facility that will be convenient to public transit to encourage Caltrans employees to use alternative modes of transportation.
- Respects Old Town's community character.
- Provides a high quality workplace for Caltrans employees.
- Meets all applicable state and federal laws and building codes.
- Minimizes impacts to the environment, is energy efficient, and complies with Governor's Executive Order D-16-00 to design and construct state buildings that are models of energy, water, and materials efficiency.
- Utilizes existing state owned property and complies with Governor's Executive Order W-18-91 to consolidate state office building operations and own said facilities wherever economically feasible.
- Represents a prudent and cost-effective use of state financial resources.

S-3 PROJECT LOCATION

The project site is located in the City of San Diego within the community of Old Town (Figure S-1). The majority of the land is owned by the State of California with the exception of the on-site streets,



NORTH

No Scale

CALIF
PROJECT LOCATION

Figure S-1
Regional Map

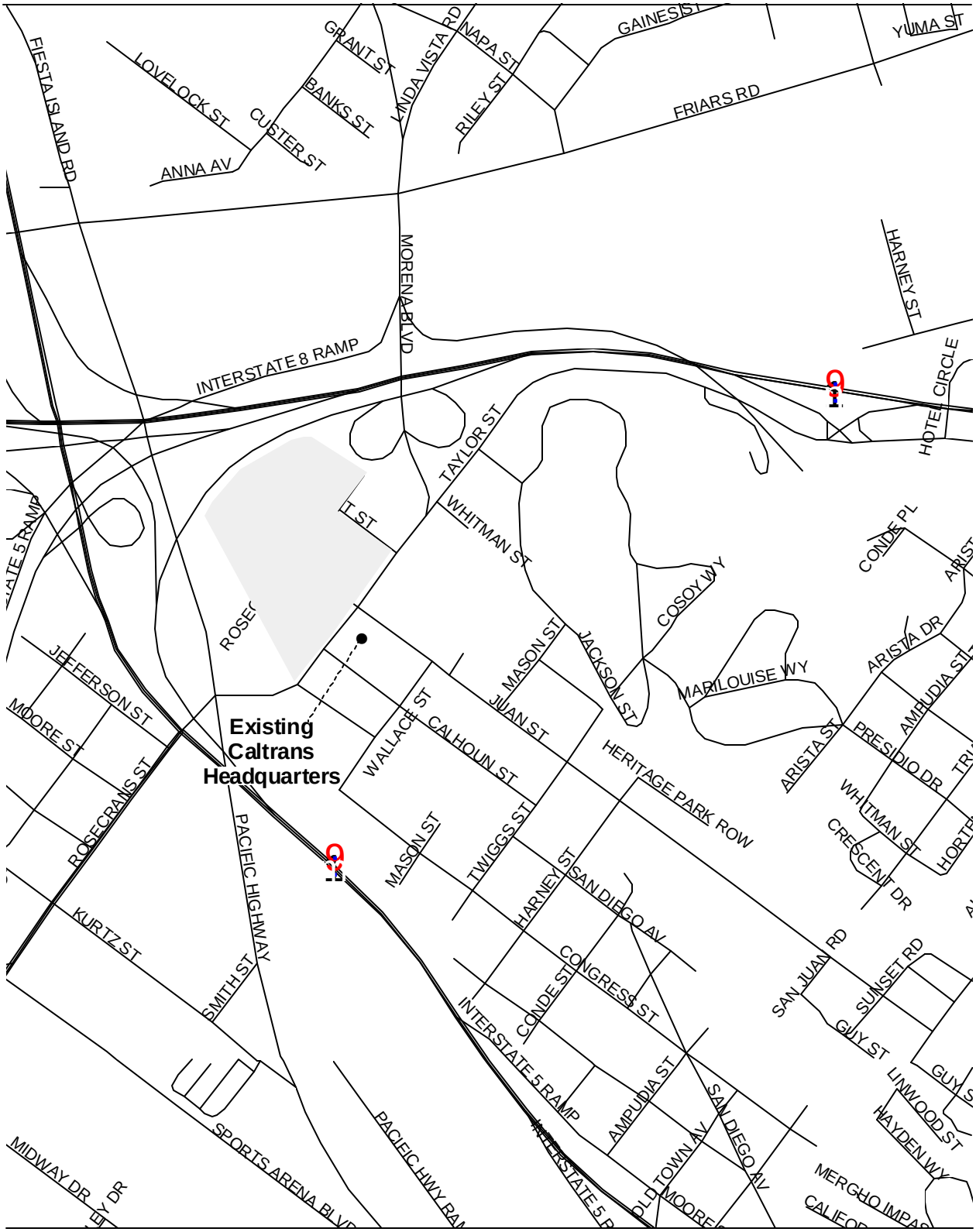
specifically portions of Juan Street, Sunset Street, Rosecrans Street, and Gaines Street. Caltrans has applied to the City to abandon these remnant on-site streets in accordance with the City of San Diego Municipal Code. The site is irregularly shaped and is approximately 11 acres. The site is bounded by Taylor Street on the southeast, the SDNR Amtrak/Coaster/Trolley Line on the west, Interstate 8 (I-8) on the north, and Sunset and Rosecrans Streets on the east (Figure S-2).

S-4 PROJECT DESCRIPTION

The proposed facility will consolidate existing Caltrans functions currently found at several locations in the project vicinity. Approximately 860 employees are currently located at the existing facility immediately east of Taylor Street on Juan Street, as well as in the temporary and existing buildings at the proposed new project site. The proposed project will consist of the development of a consolidated office facility that will have approximately 301,000 gsf of new office space, house 956 Caltrans employees, and provide 815 parking spaces on approximately 11 acres.

Based on current schematic design for the proposed project shown in Figure S-3, the new complex will consist of three office buildings, a central plant building for heating and cooling, and a vehicle light maintenance building (oil changes, tune ups, etc.). The three office buildings will range from two to five stories in height; Building 1 will be two to three stories in height, Building 2 will be four to five stories in height, and Building 3 will be two to four stories in height. Buildings 1 and 2 will be structurally connected at the third level by enclosed usable office spaces, while Building 3 will be connected to Buildings 1 and 2 via open pedestrian bridges at the third and fourth floors.

To execute the proposed project, four on-site streets need to be vacated including Juan, Gaines and portions of Rosecrans and Sunset Streets. These are remnant streets that terminate on the Caltrans property because they were physically cut off from through access when the interchange of I-5 and I-8 was constructed. The existing public utilities which cross the site within the public streets will require that easements be reserved or dedicated when the streets are vacated to provide for future access and maintenance. It will also be necessary to reserve an easement for the existing SDG&E 69kV overhead lines along Gaines Street. All street vacations and easement dedications will be conducted according to the City of San Diego Municipal Code. Caltrans initiated the process with the City of San Diego in July 2000, with the submittal of an application package for street vacation (Case No. SA 00-528).

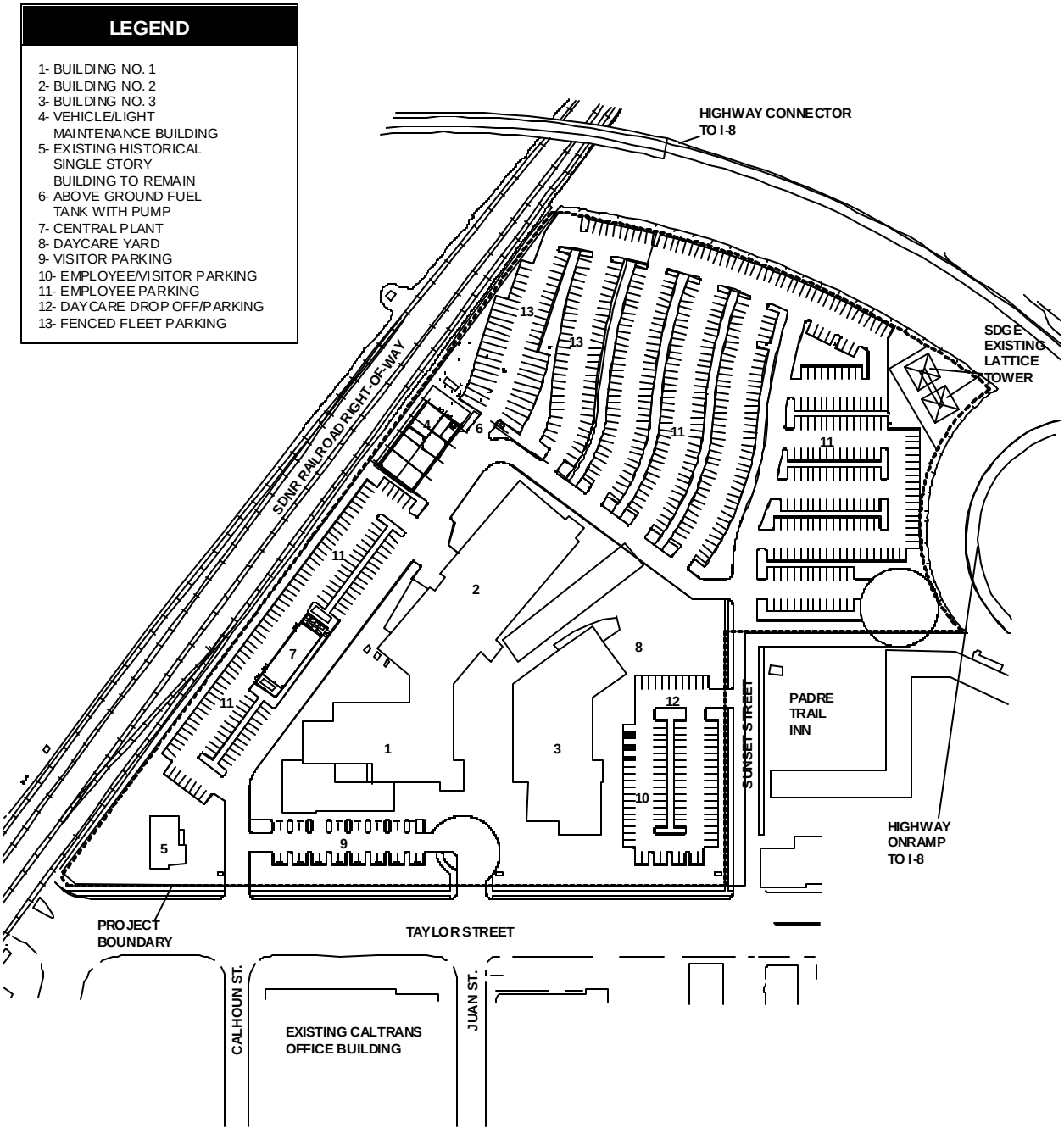


Source: SANDAG (Base Layers)

800 0 800 Feet

Project Site

Figure S-2
Vicinity Map



Source: Carrier Johnson

1250 0 1250 2500 Feet

Scale: 1" = 2,500'

PROJECT BOUNDARY

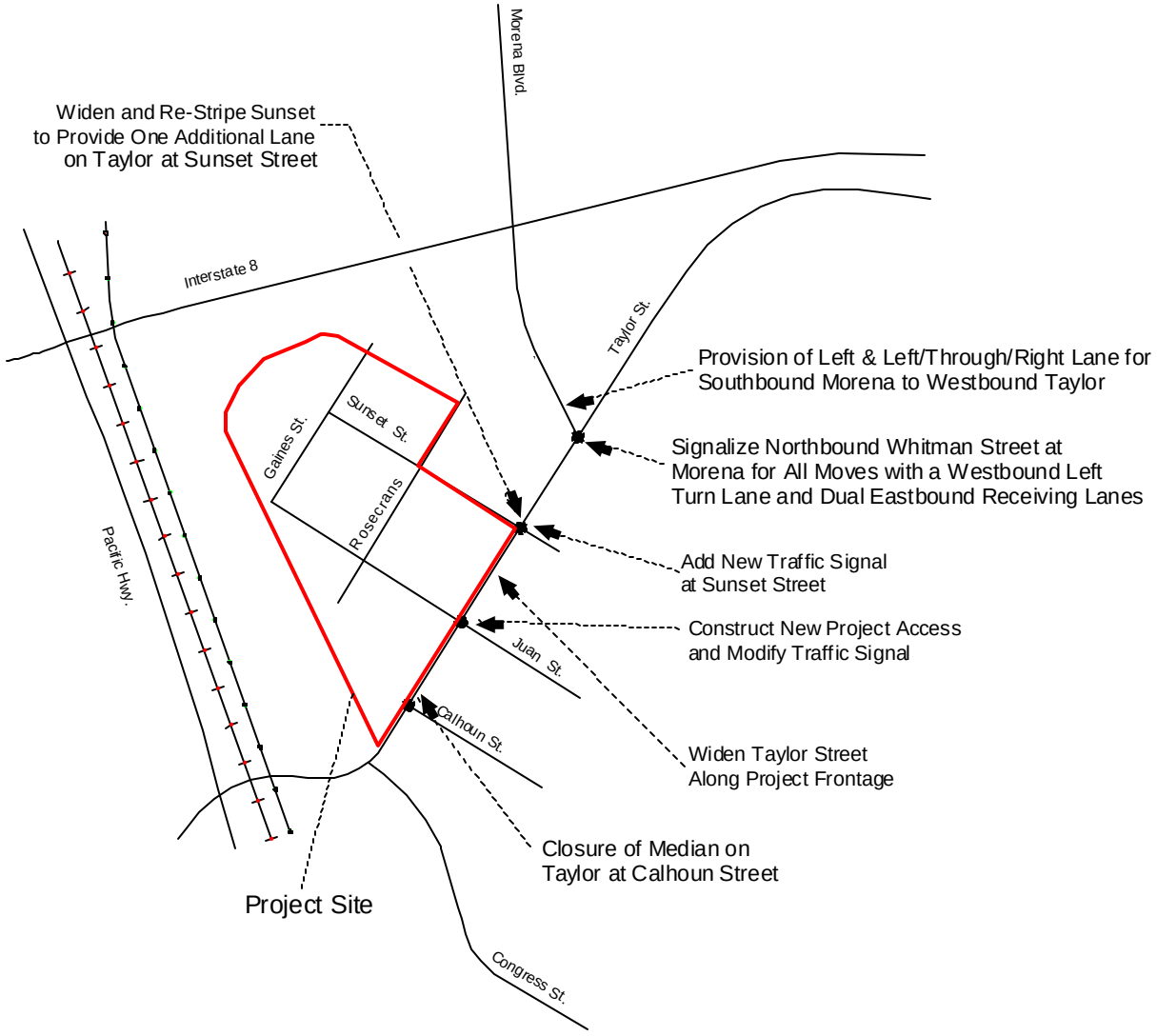
Figure S-3
Conceptual Site Plan

Access to the proposed facility will be provided at the intersections with Sunset Street, Juan Street and Calhoun Street. As shown in Figure S-4, a number of traffic and circulation improvements have been included as project mitigation to accommodate the traffic associated with the proposed project. These improvements include addition of eight feet on the north side of Taylor Street between Calhoun Street and Sunset Street; closure of the median on Taylor Street at Calhoun Street to require right-in, right-out moves on Calhoun Street for both northbound and southbound traffic; provision of intersection improvements at Sunset Street/Taylor Street intersection for dual turns southbound; provision of a left, and left/through/right lane for southbound Morena Boulevard to westbound Taylor Street move; and the signalization of the northbound of Whitman Street at Morena Boulevard for all moves with a westbound left-turn lane as well as dual eastbound receiving lanes east of the intersection. The project will also modify signals, striping and signage as appropriate.

Currently Caltrans District 11 is served by the existing building at Juan and Taylor as well as the buildings directly across the street at the project site. Currently, approximately 860 employees utilize 396 parking spaces. Approximately 260 of these parking spaces are accessible to the public after hours under a Memorandum of Understanding (MOU) between Caltrans and California State Parks. The proposed project site will provide 815 parking spaces located adjacent to the facility. It is Caltrans' intent to continue the MOU for shared parking and approximately 670 parking spaces would be accessible to the public after hours.

Existing on-site utilities will be capped and abandoned in place after vacation of the streets and demolition of the existing buildings. If streets are abandoned with the City of San Diego public utility lines left in place, a temporary easement will be provided to the City in order to maintain their public utilities. Once the new private utilities are installed onsite and the existing water and sewer lines have been capped in place, the temporary easement would be abandoned. New on-site water, sewer, and drainage systems will be constructed as part of the proposed project. At no time shall structures be constructed over existing operational utilities or within easements. The on-site utility systems will be functionally identical to the existing system, and connect to the City of San Diego's system as discussed below. Please refer to Section 3.6, Transportation/Circulation, for additional details.

Construction of the proposed Caltrans replacement facility is scheduled to begin in late 2002 and be completed in 2005. Project construction will include the following major construction activities: demolition, grading and excavation, building construction, and finish work. Some overlap of these activities could occur. All of the buildings, with the exception of a small structure on the southern



Source: URBAN SYSTEMS ASSOCIATES, INC.

No Scale

Figure S-4
Traffic and Circulation Improvements

corner of the project site, will be demolished. There are some temporary buildings on the site that will be moved off the property. The demolition will take approximately three to six months. Grading of the project site will consist of cuts and fills required to construct building pads at an elevation of 15 feet above mean seal level (MSL), as well as parking and plaza areas. Remedial grading will also be required to remove and recompact the soils within the building envelopes to a depth of six feet, and within parking areas to a depth of 2 feet.

S-5 ALTERNATIVES TO THE PROPOSED PROJECT

As discussed previously, Caltrans initiated the process of examining construction of a new facility in 1991 in order to consolidate their rapidly expanding programs. Although the study findings substantiated the need to consolidate into one site, they were unable to secure funding and legislative approval for the project at that time. Subsequently in 1998, Caltrans prepared an analysis that looked at the economic viability of different alternatives to consolidate their facilities. Various alternatives were examined including: (1) the upgrade of their existing building over different time frames to meet current building codes and accessibility standards; (2) the relocation of their programs to leased buildings; and (3) construction of a new facility on the project site currently owned by the State (State of California, Department of Transportation 1998). The study indicated that the retrofit of their existing headquarters facility would have exceeded $38,000,000. Furthermore, the remodeled building would not consolidate their programs and staff, necessitating placement of at least 250 staff at a satellite location. The alternative of leasing space in an existing office building in San Diego and selling the existing site would have exceeded $51,000,000. The preferred approach was to acquire a lease with purchase option. However, as a result of an Assembly Subcommittee meeting on March 10, 1999, the Legislative Analyst recommended a more cost-effective solution which resulted in the proposed project - the development of the Caltrans-owned site in Old Town.

In accordance with Section 16532 of the Government Code, and pursuant to Chapter 50/99, Item 2660-311-0042-(5) 20.20510 Budget Act of 1999, and per Department of Finance Executive Order No. 99/0069 and Department of Finance letter dated January 25, 2000, it was determined that approximately 301,000 gsf of new office space to house 956 Caltrans employees and 815 parking spaces would be provided. The proposed project was approved for funding by the Department of Finance on March 2, 2000, for the development of an office facility that would provide sufficient office space and parking spaces to allow the District to locate the majority of its headquarters employees at a single location.

Caltrans determined that the location of the new facility was an important factor early in the site selection process. This included the need for continued site identification, the need to re-locate in the vicinity of the existing Caltrans complex of buildings, access to regional transportation, and the need to have the land owned by the State as important components to the site development process. These issues are discussed in more detail in Section 5.0, Alternatives to the Proposed Project.

One alternative explored but rejected during the alternatives development process was construction of a single three-story structure at the proposed project site. A conceptual layout was developed for the purpose of creating an estimated project budget to be used in the Legislative authorization for the current project. The conceptual layout did not include analysis of site constraints that could limit construction of a building in that location. That proposal was a single, three-story structure at the rear of the project site with the parking area located between the building and Taylor Street. The facility would be approximately 301,000 square feet to accommodate 956 Caltrans employees with a parking lot for 815 vehicles, the same parameters as the proposed project. This original project design was subsequently eliminated from further consideration because of existing easement and physical site constraints as discussed in the following paragraph.

The 11-acre project site is physically constrained due to its irregular shape; the two SDG&E lattice towers located in the north east corner of the site; the SDG&E easement along Gaines Street; I-8 freeway and ramps along the northern edge of the site; and the SDNR Railroad along the western edge of the site. The location of the building would conflict with the existing SDG&E easement. Caltrans employees, as well as the children in the daycare center, could be subjected to excessive noise and dust levels given the close proximity of the freeway and the railroad. Furthermore, the building would be located less than 200 feet from the high power electrical lines, posing a potential safety hazard. In addition, the building would be one large 3-story structure and would have more of a visual impact than the proposed facility, which is broken up into three structures, which varies in height from two to five stories. Based on site constraints discussed above, the project footprint was moved towards Taylor Street.

Alternatives to the proposed project carried forward for analysis in the EIR include: (1) No Project Alternative, (2) Two Redesign Alternatives, including a Reduced Height Alternative and an Adaptive Reuse Alternative, (3) Two Energy Alternatives, including Co-generation and Thermal Energy, and (4) an Off-Site Alternative. All alternatives, except for the No Project Alternative and the Off-Site Alternative, assume the siting of the facility on the same property as the proposed project.

S-6 AREAS OF CONTROVERSY

Based on the analysis conducted for this EIR, the effects of the project on land use, aesthetic impacts, and cultural resource impacts will be significant and adverse and are not fully mitigated. The proposed project is not in conformance with certain land use and aesthetic plans, policies, and ordinances of the City of San Diego, although the State of California is not subject to local land use and zoning regulations. Cultural resource impacts are related to the demolition of two historically important structures, and will result in significant adverse impacts to these buildings due to their removal.

S-7 ISSUES TO BE RESOLVED

The only issue to be resolved is whether either of the energy alternatives will be implemented. In regard to both the cogeneration alternative and the thermal energy alternative, discussed in detail in Chapter 5.0, subsection 5.3.3., the State is currently investigating potential funding sources for the construction of either of these alternatives at the project site. The ability to obtain funding is currently unknown. The cogeneration alternative would be carried forward pending the availability of additional project funding in the July 2001/2002 State Budget Act. It is not likely that the thermal energy alternative would be carried forward because of the high construction and operating costs, and the fact that return on investment would not be commensurate with these costs.

S-8 SUMMARY OF ENVIRONMENTAL EFFECTS

Table S-1 provides a summary of the environmental effects that would result from implementation of the proposed project, potential mitigation measures, and the level of significance after implementation of the proposed mitigation.

Table S-1. Summary of Impacts

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
3.1 LAND USE AND PLANNING			
Land Use Compatibility: The proposed project would be compatible with adjacent land uses and no significant land use compatibility impacts would occur.	Not significant.	None are required.	Not significant
Established Community Character: The proposed project would not conflict with the established community character and no significant impacts would occur.	Not significant	None are required.	Not significant
Relevant Plans, Policies, and Ordinances: The State of California is not subject to local land use and zoning regulations as found in Hall v. City of Taft, 47 Cal 2d 177 (1952). The State, therefore, engaging in sovereign activities such as the construction and maintenance of buildings, is exempt from the zoning regulations of the City of San Diego. However, as a public agency, Caltrans recognizes the importance of conforming with relevant plans, ordinances and policies of the jurisdiction in which its proposed projects are located to the extent feasible. The project conflicts with certain components of the Old Town Community Plan, Old San Diego Architectural and Site Development Standards and Criteria; Old Town Planned Development Ordinance, and the North Bay Redevelopment Plan.	Significant	To the extent possible, project design has been responsive to the City of San Diego plans, policies and guidelines. Design measures which have been incorporated into project design include: L-1 The landscape plan shall incorporate elements of the riparian Southern California plant pallette. L-2 Develop and enhance Taylor Street along the frontage of the project site. L-3 Incorporate design measures into the building exterior facing Taylor Street that reflect the historical period of Old San Diego commonly known as the American Period. To fully mitigate all land use policy inconsistencies, the building would have to be substantially reduced in size and height to meet the requirements of the PDO. A building of this size would not meet the site requirements mandated by the state budget therefore it would not be feasible.	The project design measures described above would not fully mitigate impacts associated with conformance with City of San Diego plans, policies and ordinances. There is no feasible mitigation to eliminate the significant land use impacts associated with the inconsistency with the City of San Diego plans, policies, and ordinances. Therefore, the impact remains significant and adverse.
3.2 AESTHETICS			
Views: The proposed project would not substantially block public views at significant visual landmarks or scenic vistas, and no significant impact would occur.	Not significant	None are required.	Not significant.
Neighborhood Character: The proposed project would represent a substantial change to the existing character of the site. The proposed buildings would contrast with the current surrounding neighborhood, mainly in scale, height, and bulk. The proposed building material (precast concrete, stone veneer, and painted metal) for the majority of the buildings would be unique to this area. However, the overall impact of the new	Not significant	None are required	Not significant

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
buildings on the surrounding character would be reduced by the cohesive site design and street frontage improvements along Taylor Street. The project design includes an 80-foot setback from Taylor Street, and lower structures situated near Taylor Street with the tallest portions of the buildings located near the middle of the site. A historic building at the southwestern corner of the site would be preserved and would provide a transition to the proposed taller office buildings. In general, the existing viewshed or visual quality of the area would be considered low and the proposed project would improve the visual quality of the site. The proposed project would not severely contrast with the surrounding neighborhood character and no significant impact to neighborhood character would occur.			
Aesthetics: No significant impacts related to the landform element of the aesthetics section would occur due to the absence of any modifications or changes to the existing site topography. The existing site is currently flat and the proposed project does not propose to change the existing landform configuration. The proposed project addresses the street frontages and provides a cohesive site design that would improve the visual appearance of the site. Overall, the proposed project would not have a negative visual appearance and no significant impact to visual appearance would occur. The project would not create a new source of light or glare that would adversely affect day or night time views in the area given that the project site and surrounding area are highly urbanized. Additionally, the buildings would be partially obscured to freeway drivers since the freeway is elevated in the vicinity of the project site. On the Taylor Street side, the building architecture would not involve extensive use of glass, and would also be partially concealed by the landscaping once it sufficiently matures. Therefore, there would not be significant light or glare impacts.	Not significant	None are required	Not significant
Relevant Plans, Policies and Ordinances: The project would conflict with the design policies of the Old Town Community Plan, Old San Diego Architectural and Site Development Standards and Criteria, and Old Town Planned Development Ordinance	Significant	To the extent possible, project design has been responsive to the City of San Diego plans, policies, and guidelines. The design measures (L-1 through L-3 contained in subsection 3.1.3) would also be applicable to mitigate impacts associated with conformance with City of San Diego plans, policies, and ordinances. To fully mitigate all aesthetic policy inconsistencies, the building would have to be substantially reduced in size and height to meet the requirements of the PDO.	The project design measures described above would not fully mitigate impacts associated with conformance with City of San Diego plans, policies and ordinances. There is no feasible mitigation to eliminate the significant land use impacts associated with the inconsistency with the City of San Diego plans, policies, and ordinances. Therefore, the impact remains significant and adverse.

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
3.3 GEOLOGY			
Surface Rupture: Impacts that could result due to surface rupture are not significant. The underlying conglomerate base does not vary more than two feet between borings. Due to the uniformity of the base, the potential for ground rupture from active faulting is considered to be very low. The Eocene conglomerate is not offset and potentially active faulting is probably not present on the project site. Therefore, there will not be any significant impacts that could result from surface rupture.	Not significant	None are required.	Not significant
Seismicity: Impacts due to regional seismicity would not be significant with implementation of standard design measures of the structures that would meet the requirements of the governing jurisdiction, building code requirements, and the standard practices of the Association of Structural Engineers of California. Impacts from seismically induced subsidence would also be mitigated through implementation of standard design measures.	Potentially significant	The following design features will fully mitigate potential geological impacts at the project site: **Seismicity**: G-1: Grading and earthwork shall be conducted in accordance with the applicable local grading ordinance and Title 24 California Building Code requirements. These include the recommendations on pages 12-19 of the geotechnical investigation prepared by Geotechnics Incorporated, dated August 17, 2000 (Appendix B). G-2 Removal and recompaction of the existing upper fill soils shall be necessary to provide uniform support for surface improvements and stable excavations for pile caps and underground utilities. G-3 Due to the high groundwater table, any deep excavations may require the temporary use of construction dewatering. G-4 All earthwork and foundation construction shall be observed and tested by a registered civil engineer.	Not significant
Liquefaction and Subsidence: Impacts resulting from the potential for liquefaction in the event of an earthquake would not be significant with implementation of design recommendations identified in the geotechnical investigation. The potential for seismically induced subsidence is anticipated to be high due to the soft and loose nature of the underlying soils. The design recommendations outlined above in regard to liquefaction would reduce the potential for seismically induced subsidence (e.g., placing the structures of precast concrete piles, etc.) to below a level of significance.	Potentially significant	**Liquefaction and Subsidence**: G-5 The proposed structures shall be supported on driven, precast concrete piles to reduce settlement potential and the effects of liquefaction.	Not significant

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
Landslides and Lateral Spreading: Impacts from landslides and lateral spreading is low on the site due to lack of significant on-site and off-site elevation differences. These impacts are not significant.	Not significant	None are required.	Not significant
Tsunamis, Seiches, and Earthquake-Induced Flooding: Impacts from tsunamis, seiches, and earthquake-induced flooding are not significant and are considered to be low for the site given the relative infrequency with which such events could occur, every 100 years to 500 years. Impacts could occur at the site during building occupancy from seismically induced earth shaking that could result in liquefaction; potential impacts would be mitigated through project design. Design measures include those addressed above, such as placement of structure on precast concrete piles, removal and recompaction of the upper fill soils, and conformance with the requirements of the Uniform Building Code.	Potentially significant	Measures G-1, G-2, and G-5 discussed above shall fully mitigate potential impacts.	Not significant
3.4 FLOODPLAIN/WATER RESOURCES/HYDROLOGY			
Surface Water Resources: The project would not result in increased surface runoff such that substantial erosion and siltation of downstream water bodies would occur because there will not be any significant changes between the proposed project and existing conditions in terms of the amount of hardscape on site. The potential impacts on surface water quality associated with project construction and long-term use of the site would be reduced to a less than significant level through implementation of the BMPs and through compliance with the conditions of the NPDES permit. Long-term surface water quality impacts in urban runoff that could occur during project operation include air pollution residues; oil, grease, and other automotive fluids; fertilizer and pesticide chemicals; and other sources of urban pollution. These pollutants may be washed from impervious surfaces by rainfall that is of sufficient quantity to cause adequate runoff volume.	Potentially significant	The following design measures shall fully mitigate potential hydrology impacts: **Surface Water Resources/Site Drainage**: W-1 Prepare a site-specific SWPPP and implement BMPs in accordance with the existing NPDES permit. Update the SWPPP and monitor the success of the BMPs throughout the construction and operation of the project.	Not significant

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
Groundwater Resources: The project would not result in a deficit in the aquifer volume or in a reduction in the local groundwater table nor would it deteriorate the quality of a drinking water source. The project would include the installation of an interceptor between Building 1 and the Central Plant to alleviate potential groundwater quality impacts. Excavation for the proposed interceptor may extend below the water table, which may require temporary construction dewatering to complete the excavation. This is not anticipated to substantially deplete groundwater supplies or interfere with groundwater recharge.	Potentially significant	**Groundwater**: W-2 During project construction, dewater the site as necessary due to the high groundwater table on site.	Not significant
Site Drainage: Existing drainage patterns would not be modified by the project such that substantial changes to stream flow velocities or adverse impacts to downstream properties would occur.	Potentially significant	**Site Drainage:** W-3 Re-route the existing storm drain system to avoid the proposed building locations as specified in the drainage study. The new storm drain system shall provide sufficient capacity for on-site as well as existing off-site runoff.	Not significant
Floodplain: The project would not increase flooding either on- or off-site because the existing drainage patterns would not be substantially altered as a result of the project. In addition, the project is not located within the 100-year floodplain of the San Diego River, nor does it impact new development in areas susceptible to flooding.	Not significant	None are required.	Not significant
3.5 BIOLOGICAL RESOURCES			
No native plant communities, no sensitive plant communities, and no sensitive species are on the site. No direct or indirect impacts would result from implementation of the proposed project.	Not significant	None are required.	Not significant
3.6 TRANSPORTATION/CIRCULATION			
Near-Term with Project <u>Street Segments</u>: All street segments would continue to operate at LOS C or better, except for the Morena Boulevard to I-8 Ramp segment, which is forecast to operate at LOS F as it does under existing conditions. All other segments and all intersections in this segment would continue to operate at an acceptable LOS. Generally, intersection LOS is a better measure of street LOS as traffic signals at intersections control the traffic flow. Therefore, the actual LOS is better than the projected LOS on a segment v/c (volume to capacity) analysis. This same segment is currently operating at an LOS F, and the project will not change the existing situation. The v/c ratio goes from 1.02 under existing	Potentially significant	The following traffic/circulation mitigations would be required. These measures would reduce traffic impacts to below a level of significance. T-1 Morena Boulevard/Taylor Street - modify the traffic signal, striping and signage to provide one left, one through and one through/right lane for westbound Taylor Street; one left and one left/through/right for southbound Morena Boulevard; two left and one through/right for eastbound Taylor Street and one left/through/right lane for northbound Whitman Street, and two eastbound receiving lanes east of the intersection.	Not significant

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
conditions to 1.03 under forecast conditions. This does not exceed the allowable increase defined in the City's *Traffic Impact Manual*. Although the v/c changes slightly, the impact to the roadway segment would not be significant because the LOS at the intersections between the segment is acceptable and the increase in traffic would be negligible. Moreover, this change would not significantly contribute to an unacceptable segment or intersection LOS or result in unsafe traffic conditions. Intersections: The proposed project would result in significant impacts at the following two intersections: • Sunset Street/Taylor Street (PM peak hour only) • Morena Boulevard/Taylor Street (AM and PM peak hour)		T-2 Sunset Street/Taylor Street - install a traffic signal, striping and signage to provide one left and one right turn lane for southbound Sunset Street. T-3 Juan Street/Taylor Street - modify the traffic signal, striping and signage to allow a U-turn for eastbound Taylor Street moves. T-4 Calhoun Street/Taylor Street - to enhance the through trips and to address any safety concerns, install a raised median, striping and signage for a right turn only westbound on Taylor Street, and right turn only lane southbound from the project and a right turn only lane northbound on Calhoun Street. T-5 Congress Street/Taylor Street - provide striping and signage to allow a U-turn for westbound Taylor Street moves. T-6 Interconnect the traffic signals on Taylor Street at Morena Boulevard, Sunset Street, Juan Street, Congress Street, and Pacific Highway.	
Arterial Progression Analysis: The addition of project traffic and a traffic signal at Sunset Street resulted in an AM peak-hour efficiency of 0.30, "Good Progression." For the eastbound moves, 29 mph is expected to be the average speed with a band width of 27 seconds. For the westbound moves, 29 mph would be the expected average speed with a band width of 42 seconds. In the PM peak hour, the forecast efficiency is 0.25, "Good Progression." The eastbound average speed is 30 mph with a band width of 25 seconds while the westbound average is 25 mph with a band width of 13 seconds. The system would continue to operate in the same efficiency ratings either with or without the project including a new traffic signal at Sunset Street/Taylor Street. The intersection queue analysis examined the left turn queue length expected at the signalized intersections to determine if the queues could be accommodated given the distances between the signalized intersections along Taylor Street. Under the Existing Plus Project scenario, the queues are expected to be accommodated in the left turn pockets for all moves except the PM peak hour westbound Taylor Street to southbound Juan Street. However, the implementation of the proposed project would result in a reduction of left turns at this location.	Not significant	None are required.	Not significant

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
Buildout with Project Street Segments: All segments would operate at LOS D or better under the Buildout Plus Project scenario except the Taylor Street east of Morena Boulevard segment, which would operate at an LOS F if the segment remains two lanes. However, if the segment were improved to four lanes as shown in the community plan, the LOS would be A. Intersections: All intersections would operate at LOS D or better at both AM and PM peak hours, except the Juan Street/Taylor Street intersection. This intersection is projected to operate at LOS F in the PM peak hour due to the overall increase in traffic (not project-related).	Not significant with implementation of mitigation measures T-1 through T-6 required for near-term with project.	None are required.	Not significant
Intersection Queue Analysis: The expected queues for westbound Taylor Street to southbound Juan Street would continue to back up into the through lanes. Implementation of the proposed project would result in a reduction of left turns at this location. Additionally, the eastbound left turns on Taylor Street to northbound Morena Boulevard exceed the distance available. If the signal system treated this move as the through move due to the higher volumes, then this is not expected to be a constraint. The appropriate time to review the number and length of turning lanes to accommodate the expected moves would be when the intersection is designed to accommodate the closing of the I-8 eastbound on ramps. This would not be required as a part of this project.	Not significant	None are required.	Not significant
Construction: Temporary traffic impacts would occur during the course of construction by employees and equipment coming to the site. The current parking area on the project site would be eliminated during the construction phase of the project. Satellite parking would be leased or secured during this interim periods for Caltrans employees if determined to be necessary. These parking areas have not been identified at this time. Once these parking areas are identified, the appropriate CEQA documentation would prepared. Temporary traffic impacts associated with construction employees and use of heavy equipment will be short term during the life of the construction project. Construction related traffic impacts would be considered short-term significant impacts. During construction, it is assumed that there would be numerous	Potentially significant	The following measures would reduce short-term construction impacts to below a level of significance: T-7 Temporary construction impacts shall be mitigated by provision of flaggers at major intersections or where necessary, use of temporary barricades and appropriate signage, directing traffic around the construction site, establishing off-site parking areas , and the designation of haul routes for heavy equipment. T-8 Satellite parking areas shall be determined and a shuttle service shall be provided for Caltrans employees who currently park at the location of	Not significant

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
deliveries by trucks to the site. These include machinery, construction materials, equipment, materials, etc. These activities are not possible to forecast at this time. However, all of these impacts would only occur during construction and prior to occupancy of the building. As such, they would be considered short-term impacts.		the proposed project site. The appropriate CEQA documentation shall be prepared at that time.	
3.7 AIR QUALITY			
Construction: Estimated annual average construction emissions associated with the development of the proposed project would remain below the thresholds of significance during the construction period for all the criteria pollutants with the exception of NO_x emissions. NO_x emissions would exceed the threshold of significance of 50 tons per year by approximately 1.4 tons per year, which may contribute to the violation of the state one-hour ozone standard.	Potentially significant	A-1 Electricity from power poles rather than temporary diesel power generators shall be used whenever feasible. A-2 All equipment shall be properly tuned and maintained. A-3 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues shall be kept with their engines off, when not in use, to reduce vehicle emissions. A-4 Construction activities shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. A-5 Watering trucks shall be used to minimize dust. A-6 Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried on to the roadway. A-7 All trucks shall be covered when hauling dirt and transferring materials.	Not significant
Operational: Implementation of the proposed project would not cause or contribute to any violation of applicable standards and would not cause a significant regional air quality impact or local CO hot spots.	Not significant	None are required.	Not significant

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
3.8 NOISE			
Construction: Noise from construction activities assuming the loudest activity and the loudest equipment would affect sensitive receptors in the project vicinity, specifically Padre Trails Inn and a number of parks and recreational facilities in the area. Driven piles will be required as part of the building foundations. Pile driving typically causes regular and irregular impact noise events with bursts of sound that exceed 90 dBA at a distance of 50 feet. Pile driving noise is often considered particularly intrusive due to the combination of the high noise level and the impact/event character of the noise. In order to compensate for the potential significant impact of pile driving noise, pile driving operations would be limited to the 7 a.m. to 7 p.m. period, and specific notification of neighboring residents and businesses would occur prior to the start of pile driving operations. The notification procedure, which also includes a means for feedback to the construction manager, has been incorporated into this EIR as a mitigation measure. Noise from pile driving would be a temporary significant impact, which would cease upon completion of the pile driving phase of construction. For activities other than pile driving, the construction hours and noise level limits of the City's noise ordinance would be used as guidelines to minimize the construction noise impacts on adjacent uses. It is anticipated that construction of the proposed project, other than pile driving, would not result in noise impacts that would be considered significant.	Potentially significant	The following measure shall be incorporated into the project construction specifications and procedures in order to minimize the impact of potential pile driving activities to below a level of significance: • Pile driving shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday, and shall be prohibited on state and federal holidays. • All businesses and residences within 800 feet of planned pile driving activities shall be notified of the planned pile driving prior to the start of work. The notifications, by certified mail, shall be delivered at least two weeks prior to the start of the work. The notification shall state the date, time, and planned duration of pile driving. The notification shall provide a telephone contact number for affected parties to ask questions and to report any unanticipated noise impacts.	Not significant.
Project Operational Noise: Noise would be generated on site by a variety of sources, including, but not limited to, heating, ventilating and air conditioning (HVAC) units, boiler and power generating equipment within or near the proposed Central Plant Building, parking lot noise, on-site circulation of motor vehicles, delivery trucks, trash hauling, and landscaping maintenance (operation of lawnmowers, leaf blowers, etc.). Sensitive receptors in the project vicinity, particularly Padre Trails Inn located approximately 50 feet from the project site and the children's daycare facility proposed on site, may be exposed to noise generated by these sources, which may result in noise levels as high as 95 dBA approximately three feet from the source or 71 dBA at Padre Trails Inn. Noise levels generated by most of these activities would not be continuous and would only occur during scheduled periods of activity (e.g., trash hauling a few times a	Not significant	None required	Not significant

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
week, landscaping maintenance once a week, parking lot cleaning once a week, etc.). Activities such as landscaping and deliveries would generally be expected to last no more than a few minutes at any given location on site and are not anticipated to violate City noise standards (based on a one-hour average). In addition, these noise levels are typical of an urban environment and are already occurring in surrounding areas (e.g., I-5 and I-8 freeways, railroad, airport, etc.). The proposed Central Plant Building and power generation facilities would be located on the western portion of the project site near the railroad tracks away from the Padre Trails Inn and the proposed children's daycare facility. As a result, this noise source is not anticipated to impact sensitive receptors in the area. Noise generated by on-site sources would not be expected to exceed City standards; therefore, no significant noise impacts from on-site sources are anticipated to occur. Future noise levels in exterior areas outside the areas shielded by buildings would be 63-65 dBA L_{eq}. The attenuation of the buildings and the berm would reduce noise levels in the south end of the community garden, the town square, and the daycare center yard to less than 60 dBA L_{eq}. Noise levels in most of the areas of outdoor use would not exceed 60 dBA CNEL, well below the City of San Diego land use-noise compatibility 70 dBA CNEL maximum for office buildings. Average noise levels in the area west of Buildings 1 and 2 would likely be higher than indicated in Table 3.8-6 because there would be additional rail traffic noise not included in the SOUND32 model. The rail noise would be expected to increase the exterior noise levels to 67-68 dBA CNEL, which would remain below 70 dBA CNEL. There would be no significant noise impacts.			
3.9 HAZARDS/HAZARDOUS MATERIALS			
The site contains former underground storage tanks, areas of stained soil, a former auto repair facility, abandoned hydraulic lifts, asbestos and lead based paints, and may have electromagnetic radiation effects due to on-site electrical transmission towers.	Potentially significant.	The following mitigation measures shall be implemented for the subject property:	Not significant

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		H-1 A Phase II investigation shall be conducted in the northwest portion of the property as it relates to the darkly stained areas in the 1978 aerial photographs to determine whether there is evidence that the site is contaminated due to petroleum products or from some other source. H-2 A Phase II investigation shall be conducted at the corner of Taylor and Juan Streets to determine whether there is evidence that the site is contaminated due to the presence of a former auto repair shop on the property. H-3 A Phase II investigation shall be conducted to determine whether there is evidence that the hydraulic lift located in Building 4 has contaminated the soil or groundwater. H-4 The property owner shall determine whether Building 5 previously contained surface hydraulic lifts. If the information is not available, a Phase II investigation shall be performed to determine whether there is evidence that the site is contaminated due to the presence of a former lift on the site. H-5 All facilities containing asbestos and/or lead-based paints shall be assessed by properly trained personnel familiar with removal of such substances at the time these buildings are demolished for construction of the new facilities. Removal and disposal of these materials shall be conducted in accordance with applicable state and federal regulations. H-6 A Phase II investigation shall be conducted to determine whether there is evidence that the sump located north of Building 4 has contaminated the soil or groundwater. H-7 The roadways to be removed upon project implementation shall be investigated for potential negative environmental impairment beneath the road surfaces. If contamination is present, remediation will be conducted in accordance with applicable state and federal regulations.	

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
3.10 CULTURAL RESOURCES			
The archival research revealed that there were no lots within the project area that could be assigned a high level of sensitivity. They did reveal, however, that several lots had a moderate possibility that potentially significant historical and archaeological resources may exist within the project area. For the archaeological resources, two blocks were identified as having a moderate potential. This is due to past accounts which place a prehistoric site near this area, although the exact location of this site is not certain. Since the current project site has constraints, it was not feasible to examine the portions of the project area identified as having a moderate potential to contain archaeological resources. Therefore, it is assumed that portions of the project area have potentially significant historical resources. For the historic buildings within the project area, there will be significant effects to 4050 and 4080 Taylor Street. The building at 4024 Taylor Street has also been determined to be an eligible resource. Although it will not be demolished, it will no longer serve as office space. To preserve the resource (e.g., prevent deterioration) it would be necessary to maintain the building. Depending on the new function of the building, it may be necessary to also conduct improvements or renovations.	Significant	Mitigation measures that are recommended for archaeological resources in the research design/testing plan prior to construction includes the following: C-1 Once the paved areas are no longer needed for parking vehicles, mechanical trenching shall take place in areas identified as having moderate sensitivity for archaeological resources; C-2 A qualified archaeologist shall assess archaeological features uncovered during trenching shall be made following the guidelines established by the research design and testing plan (Dolan 2001b); C-3 For those features identified as significant, a data recovery plan shall be implemented; C-4 Native American monitors shall be on site to observe investigations in areas identified as having sensitivity for prehistoric resources. Mitigation for archaeological resources that may exist under current structures that will be demolished will be accomplished in the following way: C-5 Both Native American and archaeological monitors shall be present during construction excavation; C-6 If any cultural resources are found, work shall be halted in the area immediately until the resource can be assessed. Assessment will be made following the guidelines established by the research design and testing plan (Dolan 2001b);	Not significant
The two buildings at 4050 and 4080 Taylor Street will be demolished for the new office complex. Impacts to these structures will be fully documented, but demolition of the buildings still constitutes a significant and adverse impact because they will no longer remain and documentation alone does not provide sufficient mitigation.	Significant	C-7 Areas along streets where remnants of the original 1927 sewer system could exist would be monitored, and, if evidence if found, they would be recorded. C-8 If the resource is found significant, appropriate treatment shall be implemented following a data recovery plan.	Impacts will remain significant and adverse because documentation of the buildings does not sufficiently mitigate their loss through demolition.

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
		The buildings at 4050 and 4080 Taylor Street shall be fully documented following the guidelines established for an Historic American Buildings Survey (HABS). This includes the following: C-9 Historic documentation of each building; C-10 Documentation of the architectural features of each building; C-11 Photodocumentation of each building; This documentation will be compiled into a HABS report and will be reproduced onto an archivally stable medium which will be sent to the Library of Congress where it will be stored in perpetuity. Mitigation measures for impacts to the building at 4024 Taylor Street will involve: C-12 Following the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. C-13 The stamped curb and trapezoid concrete areas with the words "Taylor Street" and "Griffith Co. 5-29" should be removed at the appropriate time during the site preparation process. They should be retained by Caltrans as examples of early 20th century road building in this portion of San Diego. They shall be relocated and preserved adjacent to the historic building that will remain at 4024 Taylor Street.	

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance After Mitigation
3.11 PUBLIC SERVICES AND UTILITIES			
Implementation of the proposed project would not result in significant impacts to public services or utilities.	Not significant	None required. However, the following mitigation measures are recommended: **Solid Waste**: P-1 Construction waste would be minimized by grinding existing asphalt and concrete pavement on site and reusing it the material as fill. P-2 Recycled construction materials, such as crushed aggregate base or crumb rubber asphalt, would be employed where feasible.	Not significant

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